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Songkong Daily Press.

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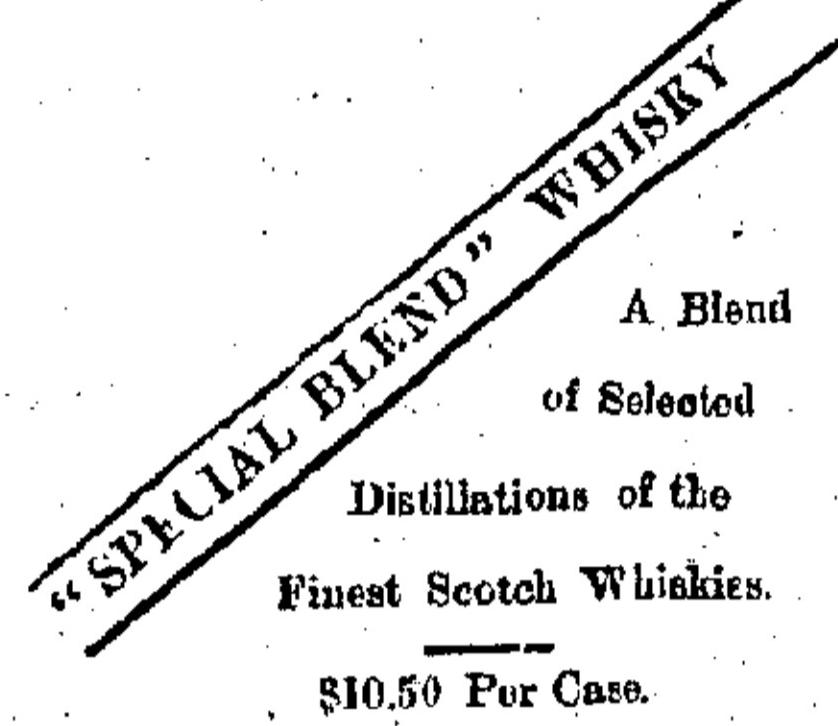
No. 14,792 號二十九百七千四萬一第一 日七月初年壹十三號光 HONGKONG, TUESDAY, SEPTEMBER 5TH, 1905. 二月五日亥年五月癸酉年五零九千一英港香 PRICE, \$3 PER MONTH.


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An elegant Preparation. Delicately Perfumed. Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

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GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.
\$4.50 per Case 375 lbs. net ex Factory.
\$2.70 per bag 250 lbs. net ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st March, 1905. [a142]

NOTICE.

GEO. FENWICK & CO., LTD., Engineers
&c., are open to receive OFFERS FOR
THE PURCHASE OF THEIR WANCHAII
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Lots Nos. 31 and 36; approximate area 43,000
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For further particulars apply to the Company.
Hongkong, 12th July, 1905. [a33]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM of DENTISTRY.
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905. [a266]

SIENTING.
SURGEON DENTIST.
No. 10, DAGUILLAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

**AUTOMATIC MAUSER
PISTOLS.**
CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
NIEMSSSEN & CO.
Hongkong, 3rd October, 1900. [a22]

A. LING & CO.
FURNITURE STORE.
PLATED GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [a222]

**DAVID CORSAK & SON'S
MERCHANT NAVY**
NAVY BOILED
LONG PLAX CANVAS
RELIANCE CROWN
TARPAULIN
ARNEHOLD, KARBERG & CO.
Sole Agents.

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.
Sole Agents of
QUAN TAI & CO., Lime Manufacturers.
All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
GRANITE and MARBLE MONUMENTS.
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.
Hongkong, 17th January, 1905. [a162]

KOWLOON HOTEL. KOWLOON.

DELIGHTFUL SITUATION. UNEXCELED RESORT FOR TRAVELLERS
AND RESIDENTS. BILLARDS AND BOWLING. LAWN AND GARDENS.

JAS. W. OSBORNE, PROPRIETOR AND MANAGER. [a38]

CHAMPAGNES.

POMMERY & GRENO, Sec, extra Sec and Mature, in Magnums, bottles and ½ bottles.
BOLLINGER, Extra Quality, Extra Dry, vin. 1898, in Magnums, bottles and ½ bottles.
RIESLETT, Very Dry, in bottles and ½ bottles.
JANSON PERE ET FILS, vin. 1900, in bottles, ½ bottles and ¼ bottles.
IRROY CAILLE D'OR, vin. 1898, in bottles and ½ bottles.
PAUL DOMMIER & CO. GOLD MARQUE, in bottles and ½ bottles.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.
SOLE AGENTS.

Hongkong, 3rd August, 1905. [a37]

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HAIG & HAIG, LTD., DISTILLERS SINCE 1679.
3 Star, SPECIAL—The finest of all "Peg" WHISKIES at ... \$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00
Stop drinking rank, Smoky Stuff, because "it comes through the SODA."
Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavor
Once tried, preferred to all others. Sole Agents for Hongkong:

1298 F. BLACKHEAD & CO.

LANE, CRAWFORD & CO.

HAVE NOW REMOVED TO THEIR

NEW STORE

IN CHATER ROAD AND ICE HOUSE STREET.
ENTRANCE IN ICE HOUSE STREET.

LANE, CRAWFORD & CO.

Hongkong, 5th September, 1905. [a36]

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DEVELOPING GOOD WORK,
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UNDERTAKEN. RETURN

UP-TO-DATE DARK ROOM
FITTED WITH ELECTRIC LIGHT AND FAN
AT THE DISPOSAL OF AMATEURS.

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PHOTO GOODS STORE,

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Premises formerly occupied by Mr. FR. BLUNCK, Silk Lace Manufacturer.
NEXT DOOR to our FORMER ADDRESS.

Hongkong, 15th August, 1904. [a39]

THE LAHMEYER ELECTRICAL CO. LTD.
LONDON,
AND
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W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSSSEN & CO., SOLE AGENTS FOR CHINA. [a52]

IMITATED BUT NOT EQUALLED!
CHAMPAGNE BITTERS.
NOT A STIMULANT, BUT A RESTORATIVE NERVE-TONIC FOR ALL
COMPLAINTS ARISING FROM DEPRESSED VITALITY.
FOR FATIGUE OF MIND AND BODY, AND SLEEPLESSNESS.
ALL CLUB AND HOTEL BARS KEEP IT.

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CHEMISTS AND DRUGGISTS,
AND
AERATED WATER MANUFACTURERS.
(Crown Brand.)
APOTHECARIES HALL, HONGKONG. [a38]

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Times Atlas; Newest Edition ...	\$22.00	The Coming Conquest of England, by Niemann; Cloth... \$1.75
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Brewer's Dictionary of Phrases and Tales ...	8.00	Russia from Within, by Ular ... 6.50
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Trautwolfe's Engineer's Pocket-Book ...	17.00	JUST LANDED.
Hutton's Household Management ...	5.90	NEW STOCK SLAZENGER'S TENNIS RACKETS.
Hidden Treasures, by Turner ...	3.70	DOHERTY, E.G.M., SPECIAL DEMON,
Windsor Magazine; New Volume ...	4.00	DEMON,
Class Register of Instruction and Individual Progress ...	1.50	BRITISH STANDARD, ETC., WRITING BLOCKS.
Useful Tables for Scholars and Elementary Schools, by W. H. Williams ...	0.25	THE BLICKENDEER TYPEWRITER. [a35]

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OF
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BRANDY	***	Per Case. \$22.50
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"	**	16.75
WHISKY, PALL MALL	-	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	-	12.50
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PORT WINE, INVALIDS	-	20.00

DOUBO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
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DRAFTER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.

ALL NEW GOODS IN STOCK.
A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.

Hongkong, 27th May, 1905. [a129]

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CARPETS

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HIRANO.

THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LTD., KOBE.

AGENTS: F. BLACKHEAD & CO.

Hongkong, 16th August, 1905. [a105]

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

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Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES,
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KING EDWARD HOTEL

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-R

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LIMITED.

ESTABLISHED A.D. 1841.

AERATED
WATER
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THE WATER used is THE PUREST that can be obtained, and is SKILFULLY FILTERED ON THE MOST SCIENTIFIC PRINCIPLES.

THE MACHINERY employed is of latest design and most approved type.

THE BEST INGREDIENTS only are used.

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PURITY.ENGLISH
EXPERTS

Manage our factories, and their practical knowledge and constant supervision, enables us to produce wares of unrivalled excellence and purity.

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Chemists by Appointment to H. E. the Governor.

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NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to "The Editor".

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous or stale communication is to be accepted, and all papers will be rejected.

Orders for extra copies of "The Daily Press" should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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Letter's
P.O. Box, 33. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 5TH, 1901.

It is ten years since Mr. OLNEY, at that time the United States Secretary of State, wrote his famous dispatch to the Ambassador in London re-affirming the doctrine of "Hands off the American Continent" enunciated in 1823 by President MUNROE. Mr. OLNEY, it will be remembered, did a great deal more in that despatch than merely to re-affirm the MUNROE doctrine; he expatiated on it as the embodiment and expression of an inevitable opposition between America and Europe, and we recall it now because the visit which Mr. TAFT, the Secretary of State for War, has just paid to the Philippine Islands, and the comments of the American press on the subject, show how completely his words have been stultified and his political philosophy discarded by the very nation whose views he claimed to be expressing in that remarkable pronouncement. As originally stated, and as more recently re-stated by President ROOSEVELT, the doctrine is one to which England at least takes no exception, but Mr. OLNEY, when he declared to England at the time of the Venezuelan frontier trouble "that distance and three thousand miles of intervening ocean make any permanent political union between a European and an American state unnatural and inexpedient" was practically giving notice to the British Empire to disband, and to the Colonies of every European Power to sever themselves from the mother country. It is now, since the Tzar party has paid its visit, abundantly clear that "three thousand miles of intervening ocean" count

as no obstacle to the Imperial ambitions of our American cousins who have betrayed their intention of holding the Philippines as an American province for some generations to come; and who, moreover, at the bidding of their strenuous PRESIDENT, are already thinking of providing a navy strong enough to cope with all the oceans that intervene between them and their ambitions in the Orient. Popular opinion in the states, and echoes of it here in the East, indicate that the MUNROE doctrine, imposing as it was at the time, is no longer big enough for big America. The MUNROE doctrine created very much the same sort of amazement in Europe that was caused by the entry of the Japanese into the family of nations. America, in conservative eyes, was scarcely a nation until then. America was a political Utopia, in theory at least, although many thought of it as a Utopia that had fallen short of its ideals, as it undoubtedly has done. The MUNROE doctrine ought academically to have been regarded as a doctrine of "defence, not defiance"; it set limits beyond which the Republic would not be offensive or aggressive, but within which it would insist upon the following out of its destiny at all costs. This is the logical intention of it: its interpretations are as sumptuous almost as are parties in America; and it would ill become us to declare for any one in particular when even the doctors disagree. It is clear to us, however, notwithstanding President ROOSEVELT's able attempts to make it square with his "big stick" ideas, that the America of to-day is not in sympathy with the dreams of its founders. The France of yesterday would send no statue of liberty to the America of to-day, which aims at being a world power, and enhancing the glory of the flag towards which its people show an almost idolatrous devotion. We do not quarrel with their very natural desire to be in the swim; and we can even applaud their common-sense in refusing to sacrifice the Philippines, so hardly wrested from them from their medieval mess, to the reckless politics of the sentimentalists. But if we were doomed to read the American magazines (from which necessity a kindly Providence absolves us) we should feel constrained to protest at the "little brown brother" style of discourse. We may discern redeeming human traits in Joe TROTTER, but nothing will reconcile us to his hymn-book.

A considerable variety of mail news appears on page 5 to-day.

A telegram says that China is paying Japan the cost of the war, in return for the recovery of Manchuria.

Last week there were only five plague cases, four fatal, and there have been none since the 20th was recorded. Other diseases are represented by four cases of enteritis.

The Stockholm *Tidning* states that on Saturday morning, (July 29) during mine practice in Sandhamn Roads, near Helsingfors, a boat struck a submarine mine. The boat was blown to pieces and seven men were killed, while eight were more or less severely injured.

At the offices of the Public Works Department yesterday the letting of Crown Land Lot No. 405, adjoining Shaukiwan Lots Nos. 392 and 396, was put up for public auction sale. There was only one bidder for the lot, Mr. Li Fook, contractor, to whom it was knocked down for \$475, being \$20 above the upset price.

Return of visitors to the City Hall Reading-room for the week ending the 3rd September, 1901:

Reading-room.	
Non-Chinese	161
Chinese	45
Total	206

The *Daily Press* was the first medium in Hongkong to announce the outbreak of war, and the first to announce the tidings of peace. This creditable record was kindly pointed out to us by one of our esteemed foreign contemporaries; and as we are not addicted to blowing our own trumpet, we hope this brief reference may be regarded as excusable.

CHINESE COOLIES IN BRITISH NORTH BORNEO.

In the House of Commons on August 2nd Lord Percy, in reply to Mr. Weir, said that so far as the British North Borneo Co. were aware, no pledge had ever been asked for, or given to the Chinese Government with regard to the flogging of coolies in British North Borneo.

Mr. Weir: Then are we to understand these poor unfortunate Chinese are subject to continual flogging?

Lord Percy: I have no information on the subject.

Mr. Weir: Will you enquire?

Lord Percy: If the hon. mem. can give me any information to justify inquiry I will make it.

Mr. Weir: Do you want me to go out to N. Borneo? (Laughter).

TELEGRAMS

["DAILY PRESS" SERVICE.]

ADRIANOPOLE BURNING.

LONDON, 4th September.

A terrible fire at Adrianople has destroyed seven thousand houses.

* Adrianople was the ancient capital of Turkey, and has still, next to Constantinople, the biggest population. It is in the centre of the raw silk industry.

CARLOWITZ AND CO. v. THE SUN SHING FIRM.

The plaintiffs, who are merchants in this Colony, claimed from the defendant firm, carrying on business at Ye Woo Street, Canton, the sum of \$24,273 as damages for the breach by the defendants of their conditions covering the sale of certain cases of fire crackers sold by the defendants to the plaintiffs from August, 1900 to March, 1901.

Mr. H. E. Pollock, K.C., instructed by Mr. J. Hays of Messrs. Johnson, Stokes and Master represented the plaintiffs, and Mr. H. C. Gathrop instructed by Mr. H. W. Looker of Messrs. Docon, Looker and Docon) appeared for the defendants.

The statement of claim set forth that the

plaintiffs had suffered damage by the breach of the contract between them and the defendants for the sale and delivery of certain fire crackers.

The said goods were purchased by the plaintiffs from the defendants on various dates and were delivered in due course and shipped by the plaintiffs to America in fulfilment of certain orders. On being opened the said goods were found to be not according to the contract, being of such inferior quality as to render them wholly unmerchantable, and such goods, or a large quantity thereof, remained in the hands of the plaintiffs, being unmarketable.

The plaintiffs claimed Max. \$44,278.02 also interest on this amount at the current rate,

and such further, or, other relief as the Court might decree.

In the statement of defence the defendants denied that they had broken any contract.

Prior to delivery the plaintiffs examined the said goods and agreed to accept them.

They made no complaint as to the quality until the end of 1901. When the goods were delivered to the plaintiffs they were in good order and condition, of the description and quality ordered by the plaintiffs, and they were merchantable fire crackers.

Mr. Pollock stated that this action for

damages was brought in respect of the defendants' breach of contract in connection with the supply of certain fire crackers to the plaintiffs. The defendant firm, which had been doing business for sometime in Canton, dealt in and sold fire crackers for export, and had for some years past done business with the plaintiff firm.

He believed that certain of the business previously carried on, before the consignments

which formed the subject matter of this action, was of satisfactory character, but he would prove to his Lordship that the consignment in question was very unsatisfactory indeed.

Some of the crackers would not explode; others which

did, made very inferior reports. They were not

up to the weight mentioned in the contract, and were of an unmerchantable character.

The writ of summons was issued on the 11th March, 1902, about 3½ years ago, and the statement of claim

was filed in April, 1902. After the statement of claim was filed the defendants applied to the Court for particulars in connection with the claim.

They were not satisfied with the further

particulars furnished, and certain correspondence

took place between the solicitors of each party before the statement of defence was filed.

With reference to the quality of the crackers, a great

deal of the evidence had been taken in New

York on commission and that evidence was

undoubtedly true that the crackers were

of a very inferior quality indeed: it also

showed that there might be a very important

point in connection with one of the defences

— that externally they were in beautiful

condition. As his Lordship would readily

understand, something more than that was

required of crackers: it was required that they

should explode with a reasonably loud report.

The inspection on which the defence laid great

stress was by no means a thorough inspection

of the goods, which were stacked in a godown.

True, the plaintiffs did let off a few of the

crackers, but to a great extent they relied on

the honesty and integrity of the vendors with

whom they had had previous dealings of a

satisfactory character. Mr. Pollock submitted

that it was impossible for plaintiffs to examine the

crackers to see if there were any latent defects

in their chemical composition. The defendants

admitted that the plaintiffs made a complaint

to them about the quality of the crackers, but

alleged that they made it rather late.

The question his Lordship had to decide was whether the defendants supplied the plaintiffs

with crackers reasonably answering the description

of crackers, and whether they exploded with a reasonably loud noise. If not, Mr. Pollock submitted that the plaintiffs were entitled to the damages they claimed.

The evidence taken in America on commission

was then read, local evidence was heard, and

the case for the plaintiffs concluded.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

SAN WONG LAND INVESTMENT, LOAN AND AGENCY CO. LTD., v. WONG MING PO.

The plaintiff company, carrying on business

at No. 81 Queen's Road Central, claimed from

the defendant of No. 178 Queen's Road Central the sum of \$331.12, being balance due

on account of money lent between the 20th

December and 31st January last.

Mr. R. F. C. Master (of Messrs. Johnson

Stokes and Master), appeared for the plaintiff.

The defendant was absent and unrepresented.

The secretary of the plaintiff company stated

that defendant owed the amount claimed on

account of money lent.

His Honour gave judgment for the amount

claimed with costs.

SUPREME COURT.

Monday, 4th September.

IN ORIGINAL JURISDICTION.

BEFORE MR. F. P. PIGOTT (CHIEF JUSTICE).

CARLOWITZ AND CO. v. THE SUN SHING FIRM.

The case was adjourned from Friday in order

that further witnesses might be subpoenaed.

The claim was for \$1,000 for trespass to the

goods of the plaintiff.

Mr. R. Hardling (of Messrs. Ewens, Hurton

and Hardling) appeared for the plaintiff, and Mr.

Barlow (of Mr. H. K. Holmes' office) represented

the defendant.

Young Chik Chan said he was the landlord

of the ground floor of 142 Queen's Road East.

He distrained on that floor

MESSRS. LANE, CRAWFORD & CO'S
NEW PREMISES.RUSSIA AND NEUTRAL
SHIPPING.

Messrs. Lane, Crawford & Co. almost may be described as the "universal providers" of Hongkong, for the range of their business is such that it is possible to purchase in their store any household requisite from a pound of tea to a grand piano; they are also able to clothe the male section of the community from head to foot, and they carry many lines attractive to the ladies. Their shipping business also is very large, extending to upholstering cabins and saloons, the making of sails, awnings, &c., as well as complete provisioning of ships, and during the last few years the firm has come into prominence as suppliers of ships' fittings and expert ship-upholsterers. They supplied, for example, to the order of the Hongkong & Whampoa Dock Co. the whole of the cabin and saloon upholstery and gallery fittings of the well-known river steamers *Kwan-han* and *Lantau*, and those for the largest steamer, *Kinglung*, completed last year. The fine steamers of the Empress Line also bear evidence of the firm's work in cabins and saloons.

The firm of Lane, Crawford & Co. though not quite as old as the Colony itself, is very nearly so. It was established in 1850, the original partners being Mr. T. A. Lane and Mr. Ninian Crawford. Glancing at the issues of the *Hongkong Daily Press* in the files we find the firm prominently before the public during a large auctioneering business, having their business premises in Queen's Road on the site they are now vacating, and an auction room in Stanley Street. Mr. William Lane was later admitted to partnership in the firm, and subsequently Mr. David Crawford and Mr. John S. Cox. Both the latter retired from business in 1887 and from that time onward to 1896, Mr. Henry Crawford and Mr. John McCallum were partners. Mr. D. R. Crawford returned to the East in 1896 and continued his connection with the firm until 1901 when the business passed into the hands of the present partners, Mr. A. H. Skelton, Mr. Duncan Clark and Mr. F. C. Wilford.

Messrs. Lane, Crawford & Co. have occupied the Queen's Road site, or part of it, for the long period of fifty-five years. The removal to more spacious premises has been rendered necessary by the expansion of the firm's business of late years, and they are now removing from Queen's Road to handsome premises situated in a commanding position at the corner of Ice House Street and Chater Road. Messrs. Lane, Crawford & Co. were the first to recognise the necessity of removing to a block of buildings on the Reclamation owing to the encroachment of the small Chinese shops along Queen's Road Central. Over seven years have been taken in the building of their new premises, many difficulties having arisen with contractors and others. The new building was designed by Messrs. Leigh & Orange. It has four stories with the main entrance in Ice House Street, a short distance from the Ferry wharf. The ground area of the building measures nearly 8,000 square feet, and a space of 10,000 square feet is devoted in the building to the showrooms. The outfitting, grocery and hardware departments will be accommodated on the ground floor, and behind these, on the same level, will be the ships' stores department. On the first floor are the private and general offices and the tailoring and piano departments—the latter being an ideal show room; on the second floor are the finishing and ladies' departments as well as spacious workrooms for tailors and upholsterers where the whole of the work is done for these departments. The firm make a great feature of this. All work will be completed by their own workmen on the premises, thus ensuring cleanliness and perfect supervision. There are six bedrooms and a large mess room on the third floor and nine bedrooms on the fourth floor for the accommodation of the firm's large staff of European assistants. Access to all floors is had by the useful electric lift.

Messrs. Lane, Crawford & Co.'s mass, which has had an uninterrupted existence of fifty-five years in Queen's Road, may well be described as historic. It will now be carried on in the new premises, where, as before mentioned, there are fifteen bedrooms for the accommodation of the firm's staff of European assistants.

A DEATH IN PRISON.

Mr. F. A. Hazland sitting as coroner conducted an inquiry at the magistracy yesterday afternoon into the circumstances attending the death of Un Kam, a prisoner in Victoria Gaol.

Mr. Hazland explained to the jury that he was required under the Ordinance to inquire into the death of any prisoner who died in Victoria Gaol.

The Chief Warden, Edward John Piergent, said the body the jury had just viewed was that of Un Kamalai Chan Cheong, a coolie, aged 31, who was received into prison on 2nd January, 1905, convicted of stealing a pair of rubber shoes and disobeying an order of banishment. He was sentenced to fifteen months' hard labour.

An assistant warden on patrol, at Victoria Gaol, said he went on duty at the hospital at 6 o'clock, on Sunday evening, and found the deceased in a dying condition. He expired at a quarter to nine the same night.

Dr. W. M. V. Koch, prison surgeon, deposed that on 1st August, he admitted deceased to the gaol hospital suffering from incipient consumption. The disease took a rapid course and Un Kam died as stated on Sunday night. Witness made a post mortem examination of the body that day and in his opinion death was due to consumption.

The jury returned a verdict of death from natural causes.

JUDICIAL COMMITTEE OF THE
PRIVY COUNCIL.

Present—Lord Macnaughton, Lord Davey, Lord James of Harford, Sir Arthur Wilson, and Sir Gorill Barnes sitting with Admiral Rodney M. Lloyd, C.B., and Captain W. E. Caborn, C.B., as Naval Assessors.

The owners of the British steamer *Empress of India* v. The Imperial Chinese Government, owners of the steamer *Quangtai*.

This was an appeal from a judgment, of November 6, 1903, of His Britannic Majesty's Supreme Court for China and Korea at Shanghai in Admiralty, in an action arising out of a collision between the steamer *Empress of India* and the Chinese cruiser *Quangtai* by which judgment the *Empress of India* was pronounced to be solely to blame for the collision.

Mr. Robson, K.C., Mr. Butler Aspinall, K.C., and Mr. T. F. Dawson Miller were counsel for the appellants; Mr. Wickford, K.C., Mr. R. D. Ackland, K.C., Mr. John Mansfield, and Mr. Drummond for the respondents.

The appellants were the Canadian Pacific Railways Company, the owners of the *Empress of India*, a steamship of 6,000 tons gross register, which was subsidized by the Admiralty for service as an armed cruiser. The collision in question took place in the China Sea on the night of 17th August, 1903. The *Quangtai*, a Chinese Government cruiser of 2,300 tons, was proceeding on that night from Shanghai to Hongkong, having on board munitions of war for Canton. Her crew numbered 178, and in addition she was carrying six passengers. The *Empress of India*, manned by a crew of 233, was on a voyage from Wusung to Hongkong. The night was fine, though dark. The regulation lights of both vessels were burning brightly. On the part of the *Empress of India* it was stated that at 9.45, when she was some distance past the Loochoo Islands, the stern light of the *Quangtai* was noticed about eight miles away and being almost ahead, but very slightly on the starboard bow. She continued on her course more rapidly as she drew nearer. At 11.38 p.m., when approaching Breaker Point, the Chinese cruiser's stern light being then about one point or a little more on the starboard bow and rather less than a mile distant, the course of the *Empress of India* was altered four degrees to starboard. At 11.45 p.m. the *Quangtai*'s light had broadened to about two to three points on the starboard bow. At that moment a junk, which was exhibiting no light, was seen about three-quarters of a mile distant, and one or two points on the starboard bow. The helm of the *Empress of India* was then starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard hand, the order was given to resume the course—but immediately afterwards and before the order was carried out the *Quangtai* was observed to be swinging rapidly to port under starboard helm. Thereupon the helm of the *Empress of India* was immediately put hard a starboard, and her port engine full speed astern, but the *Quangtai*, although she was slowly hauled to port her helm, closed rapidly under starboard helm, opening out her red light, and with her bowsprit struck the starboard side of the forecastle of the *Empress of India*, and then with her port bow struck the bulwarks at the fore-part of the *Empress of India*'s promenade deck. The negotiations were not yet completed, but he hoped they might in a very short time reach a satisfactory conclusion, and that arrangements might be made under which this railway—the Waterlow Cup. Sir Robert died on Feb. 17 last, aged 79 years, and left personal estate valued at £1,750,000. His son, Sir Robert William Buchanan Jardine, and to Mr. William Keswick, merchant, of 3, Lombard-street, E.C. Sir Robert Jardine was head of the firm of Jardine, Matheson and Co., of China, and of Messrs. Matheson and Co., 3, Lombard-street, E.C., a director of the Caledonian Railway Company, and of the Scottish Provident Institution, and a prominent patron of the Turf. He was twice winner of the "Two Thousand" and once of the Derby, and in 1873 won the Waterlow Cup. Sir Robert died on Feb. 17 last, aged 79 years, and left personal estate valued at £1,750,000. His son, Sir Robert William Buchanan Jardine, now second baronet, of Castlemeik, Lockerbie, Dumfries.

Another account says:—
The Exchequer receives a "windfall" by the death of Sir Robert Jardine, of Messrs. Jardine, Matheson, and Co., merchants, of London and China, whose will has just been proved. At the lowest computation the gross amount of the estate over which the late Sir Robert Jardine had power of disposition considerably exceeds £2,000,000. The major portion of this huge fortune he had amassed by his own endeavours.

BRITISH POLICY IN CHINA.

In the House of Commons on August 3rd, during a debate on a Civil Service Vote, Earl Percy spoke at some length about the violation by the Germans of the principle of the open door at Shantung. He did not know on what evidence that charge was made. It was certainly not true that the German Government had entirely monopolized mining enterprise in Shantung; until they received positive information which would justify them in supposing there had been any violation of the policy of the open door in that quarter of the world he did not see that any step on their part was required. It was quite true that the Germans had made rapid strides in the development of their territory in Shantung. It was not surprising, considering the vast amount of money they had lavished upon it, and the energy which they had displayed. That should be rather a spur to similar exertions on our own part, rather than a cause for complaint. (Hear, hear.) He did not think there was any ground for complaint of want of British enterprise in China, except in one matter. He believed it was true in the course of the past year that British trade in China had fallen off. So had the trade of almost every country in Europe. The truth of the matter was that the country with which China was rapidly increasing her trade was Japan. (Hear, hear.) and there was no doubt whatever that an extension of railway enterprise in China, however desirable from the British point of view, would lead to the same competition by Japan in the inland markets of China as on the seaboard. He made no complaint of that; but it was not reasonable to quote, as a proof that the British Government was not paying sufficient attention to the protection and development of British commerce, the fact that the trade with China had fallen off in our case as it had in the case of every other foreign country, and only increased in the case of Japan, which had special advantages of cheapness of labour and proximity, to which we could not lay claim. The Government were fully alive to the importance of obtaining fresh markets in the interior of China for British commerce and of the necessity of railway enterprise with that object. They could not but recognize that it was soon what to regretted, in this connexion, that British capitalists were not as ready to put their money into railway construction in China as the capitalists of some other countries. That was not, however, a matter that was within the control or competence of the British Government. All they could do was to press for those concessions which they believed to be valuable—the construction of railways which would benefit British trade—and having done that, the rest of course, must be left to British enterprise. In regard to the principal railway they were anxious to see constructed—the railway from the Yang-tze Valley to the rich sandstone basin of Sze-huan—the Chinese Government had given them a definite promise that if this line could not be built by Chinese capital, the Chinese Government would apply in the first instance to British and American capitalists in order to build it. (Hear, hear.) They fully shared the views which had been expressed by the hon. member as to the importance of acting so far as possible in concert with the French for the promotion of common interests in that part of the world. They had been in negotiation with the French Government on the subject of the joint construction of this railway for some weeks past. The negotiations were not yet completed, but he hoped they might in a very short time reach a satisfactory conclusion, and that arrangements might be made under which this railway—the Waterlow Cup. Sir Robert died on Feb. 17 last, aged 79 years, and left personal estate valued at £1,750,000. His son, Sir Robert William Buchanan Jardine, now second baronet, of Castlemeik, Lockerbie, Dumfries.

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"ZAFIRO" SAFE.

The *Cobdenews* of August 21st says:—The British steamer *Zafiro* came behind the breakwater yesterday morning, having laid out in the bay since her arrival on Tuesday morning. The typhoon was blowing too hard for her to safely navigate the narrow entrances sooner.

Her passengers were all glad to get ashore. They had had a stormy passage down from Hongkong.

The *Zafiro* looks well in her new coat of paint. She has been in the drydock at Hongkong undergoing her annual overhauling, and her officers and crew had the pleasure of a Sunday on shore, the only Sunday in the year they do not spend in the China Sea.

On this trip the *Zafiro* brought 205 head of cattle and the following saloon passengers:—Miss N. Kelog, J. F. Hart, T. Caroll, D. Santos, E. Gonzalez, S. K. Boist, Mr. and Mrs. Gale and infant, Mrs. M. E. Levy, Mr. and Mrs. Master Sherriff, Miss D. Gordon, Mr. Davilis, Mr. Epifanio, Mr. W. Grund, Mr. Middle, Mrs. Wai Miyamoto, Mr. and Mrs. Scott, Mr. A. Gonzalez, Mr. Agonello and Mr. Carrel.

LATEST STEAMER MOVEMENTS.

The O. & O. str. *Coptic* left Manila on the 3rd inst. and is expected here at 10 a.m. to-day.

The P. & O. str. *Saintla* left Singapore for this port on the 2nd inst. at 8 a.m., with the outward English mails, and is due here on the 7th inst. about 6 a.m.

The L.G.M. str. *Bayoro*, carrying the German mails with dates from Berlin of the 15th Aug., left Colombo on Saturday, the 2nd inst. a.m., and may be expected here on Wednesday, the 13th inst.

The I.G.M. str. *Roon*, which left here on the 1st ult. at 4 p.m., arrived at Shanghai on Sunday at 2 p.m.

Owing to the typhoon at Shanghai the time of arrival in Hongkong of the C.P.R. steamers *Empress of Japan* and *Tutor* has been delayed.

The C.P.R. str. *Empress of Japan* arrived at Shanghai at 1 p.m. on Sunday, the 3rd Sept., and left at 9 a.m. on Monday for Hongkong, and is due here at noon to-morrow.

The C.P.R. str. *Tutor* arrived at Shanghai at 4 a.m. on Friday, the 1st Sept., and left at 10 a.m. on Sunday, the 3rd Sept., for Hongkong, and is due here at noon to-morrow.

The C.P.R. str. *Athenae* arrived at Vancouver at 4.30 p.m. on Sunday, the 3rd Sept.

THE "LONG HING"

PHOTO COMPETITION FOR AMATEURS

\$220.00 IN PRIZES.

ENTRIES FREE.

CALL OR WRITE FOR PARTICULARS.

LONG, HING & CO.,

17 QUEEN'S ROAD, CENTRAL, HONGKONG.

THE BURLINGTON.

2, PEDDER STREET, OPPOSITE THE HONGKONG HOTEL.

NEW AUTUMN GOODS.

HATS OF THE LATEST FASHION.

SHOES (AMERICAN AND FRENCH) OF ALL SIZES.

CORSETS OF EVERY DESCRIPTION.

READY-MADE DLOUSES AND SKIRTS.

SILKS, CASHMERE, SERGES, LACES, COMBS,

etc., etc.

OUR PRICES ARE THE LOWEST IN THE COLONY.

M. GAINS,

MANAGERESS.

1886

DENTISTS.

POSITIVELY THE LATEST AMERICAN

METHODS OF

CROWN AND BRIDGES.

FILLINGS AND PLATES.

PAINLESS EXTRACTING OF TEETH.

CONSULTATION AND EXAMINATION GRATIS.

HIGH CLASS WORK.

MODERATE CHARGES.

OFFICE HOURS: 9 A.M. TO 5 P.M.

DR. GUTHRIE & CO.,

31, QUEEN'S ROAD,

Over WATKINS' Pharmacy.

Hongkong, 29th August, 1905. [1887]

BABY CAME
NEAR DYINGFrom an Awful Skin Humour Covering
Entire Body—Scraped Till Bleed
Ran—Wasted to Skeleton—Hands
Like Claws—Cuticura Brings Blessed
Relief and Speedy Cure:"WOULD HAVE DIED
BUT FOR CUTICURA"

"When my little boy was three months old his head broke out with a rash, which was very itchy and ran considerable watery fluid. We tried everything we could, but he got worse all the time till it spread to his arms, legs, and then to his entire body, and he came near dying. It itched so he would scratch till the blood ran, and a thin yellowish stuff would drip from his pillow in the morning. I had to put mittens on his hands to keep him from tearing his skin. He got so weak he could not sit up, and he would think him dying. He was almost a skeleton and his little hands were thin like claws."

"He was bad about eight months when we tried Cuticura. I had not laid him in his cradle in the daytime for a long time. He had got so that he just slept in our arms all the time. I washed him with Cuticura Soap and applied one application of Cuticura Ointment and he was soothed, that it itched so he would scratch till the blood ran, and a thin yellowish stuff would drip from his pillow in the morning. I had to put mittens on his hands to keep him from tearing his skin. He got so weak he could not sit up, and he would think him dying. He was almost a skeleton and his little hands were thin like claws."

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, Daily Press Office, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

KING EDWARD HOTEL.

NOTICE.

FROM this date Mr. G. L. A. SMITH ceases to be Manager of the above Hotel. DORABEE & CO., Proprietors. Hongkong, 4th September, 1905. [2053]

TO LET.

NEW HOTEL in ROBINSON ROAD, KOWLOON. Furnished or Unfurnished. No. 6, REDNAXELA TERRACE with immediate possession.

Apply to— PERCY SMITH & SETH, 5, Queen's Road, Central. Hongkong, 5th September, 1905. [2052]

NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on TUESDAY and WEDNESDAY, the 12th and 13th SEPTEMBER 1905, at 10 a.m. each day, at H. M. NAVAL YARD, SUNDRY NAVAL, VICTUALLING, OBSOLETE AND CONDEMNED STORES (comprising—

BOATS' ENGINES and BOILERS, OLD CABLE CHAIN, ELECTRIC CABLE, STEEL WIRE HAWSERS, BRASS, COPPER, IRON, MANGANESE BRONZE, PAPER-STUFF, CANVAS, FURNITURE, BLANKETS, PROVISIONS, IMPLEMENTS, CLOTHING MATERIALS, CASE STAVES, 1,000 BAT RIBBONS, (lettered "Sparrowhawk," "Humber," and "Tweed.") Catalogues will be issued.

TERMS OF SALE.—As Customary. HUGHES & HOUGH, Government Auctioneers. Hongkong, 5th September, 1905. [2053]

DOUGLAS STEAMSHIP COMPANY, FOR SWATOW, AMOY AND FOOCHEW. THE Company's Steamship

NOTICE.

"HAITAN," Captain J. S. Roach, will be despatched for the above ports on THURSDAY, the 7th inst., at twelve o'clock at NOON.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 5th September, 1905. [2054]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "GREGORY APCAR," having arrived from the above ports, Consignees of cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 3 p.m. of the 6th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD., Agents. Hongkong, 4th September, 1905. [2055]

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship "SLAVONIA," Captain Rorden, having arrived from the above ports, Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional cargo will be forwarded after notice to the contrary be given before To-night.

Any cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 3 p.m.

No fire insurance has been effected.

HAMBURG AMERIKA LINIE, Hongkong Office. Hongkong, 4th September, 1905. [2056]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "TIENTSEN,"

FROM BOMBAY AND STRAITS. Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 11th inst. at 1 p.m. will be subject to rent.

No fire insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, Acting Superintendent. Hongkong, 4th September, 1905. [2057]

NEW ADVERTISEMENTS

STEAMSHIP "POLYNESIEN," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of cargo from London ex.s.s. Charlene, from Havre, ex.s.s. Crimée, in connection with above steamers are hereby informed that their goods, with the exception of opium, treasure and valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the consignees before noon to-day, requesting it to be landed here.

Bills of lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 11th inst., at noon, will be subject to rent and landing charges.

All damaged packages will be examined on Monday, the 11th inst., at 3 p.m.

No fire insurance has been effected.

G. DE CHAMPEAUX, Agent. Hongkong, 4th September, 1905. [2058]

NAVIGAZIONE GENERALE ITALIANA (Florio and Rabatini United Companies)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship "ISCHIA,"

having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No fire insurance has been effected, and any goods remaining in the Godowns after the 11th instant will be subject to rent.

CARLOWITZ & CO., Agents. Hongkong, 4th September, 1905. [2059]

JAVA-CHINA-JAPAN LIJN.

FROM YOKOHAMA, KOBE AND MOJI.

THE J. C. J. Lijn Steamship

"BOGOR,"

Captain Wurkhoven, having arrived from the above ports, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 13th inst. will be subject to rent.

All claims for damage must be sent in before 12th inst., or they will not be recognised.

No fire insurance will be affected.

Bills of lading will be countersigned by the undersigned.

The steamer will be despatched for Batavia, Cheribon, Samarang, Sourabaya and Macassar on the 7th inst.

Head Agency of the JAVA-CHINA-JAPAN LIJN. Alexander Buildings. Hongkong, 4th September, 1905. [2060]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT is now ready and contains—

Epitome of the Week's News.

Leading Articles—

The Manganese Case.

Peace Speculations.

Chinese Punishments.

A Boycott Scare.

Scientific Predilection.

Assets and Values at Hongkong.

The Peace Terms.

Hongkong Jottings.

Civil Service Cricket Club.

Victoria Recreation Club.

Navyard Football Club.

The Chinese Commercial Union.

Mr. Oliver Bainbridge at Hongkong.

Supreme Court.

Canton.

Macao.

Patkot.

The Typhoon.

Companies—

Hongkong Hotel Co., Ltd.

Hongkong Cotton Spinning, Weaving, and Dyeing Co., Ltd.

Finances of Hongkong.

The American Visitors.

A Coolie's Death.

The Borneo Governorship.

The China Association.

Correspondence.

The Intellectual Equipment of Missionaries.

Shanghai General Chamber of Commerce.

Commercial.

Shipping.

Subscription \$12 per annum, payable in advance, postage \$2.

Extra postage 30 cents each, cash.

Copies may be posted from the office to addresses sent, including postage 3¢ each, or \$1 for three copies cash.

Hongkong, 5th September, 1905.

NOTICE.

THE Business, hitherto carried on by the Undersigned, have been amalgamated, and will in future be carried on under the name of

PERCY SMITH AND SETH, at No. 5, Queen's Road Central.

H. PERCY SMITH, F.C.A.

S. A. SETH.

J. HENNESSY SETH.

Hongkong, 30th August, 1905. [2061]

FOR SALE.

FINEST-CLASS RESTAURANT. With immediate possession. Rent and Expenses Very Small and Large Profits.

Apply to—

"RESTAURANT."

Care of "Daily Press" Office.

Hongkong, 1st September, 1905. [2062]

RUNART PERE & FILS, REIMS.

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal).

LAUTS, WEGENER & CO.

SOLO Agents.

Hongkong, 17th May, 1905. [2062]

INTIMATIONS.

THEATRE ROYAL, HONGKONG. Lessons & Maestro, Mr. W. HOLLINWORTH

TO-NIGHT (TUESDAY), 5TH SEPT. AND EVERY EVENING

Until further Notice.

Doors Open at 8 P.M. Commence at 9 Sharp.

Under the direct patronage of His Excellency the GOVERNOR, Sir MATTHEW NATHAN,

K.C.M.G.

THE FAMOUS

GALEXY STARS

POLITE VAUDEVILLE AND SPECIALTY COMPANY.

A PRONOUNCED SUCCESS.

BUT ONE OPINION:

THE MOST SUCCESSFUL VAUDEVILLE COMBINATION EVER INTRODUCED

TO THE ORIENT.

PLAN AT THE ROBINSON PIANO COMPANY.

PRICE: \$3, \$2 & \$1.

Special Late Train (High and Low Level) after the Theatre.

Hongkong, 4th September, 1905. [2064]

SUN PAT & CO.

MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR,

EMBROIDERIES, LACES, SHIRTS, PONCHOS, GRASS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TRUNKS,

EBONY FURNITURE AND FANCY GOODS.

No. 82, QUEEN'S ROAD CENTRAL.

SPECIAL SALE
AT
ROBINSON'S
OF
PIANOS.
PIANOLAS.
MUSIC AND MUSICAL
INSTRUMENTS
OF ALL KINDS
**PREVIOUS TO
REMOVAL.**

The following Pianos are thoroughly sound
and reliable, and are

**GUARANTEED
FOR THE CLIMATE.**

Intending buyers should not miss this most
favourable opportunity of securing one of these
Great Bargains.

UPRIGHT PIANOS

Maker.	Sale	Former	Price.	Price.
LUNAN	... \$150	... 8475	250	
CABIN PIANO	... 180	... 250	290	480
HOPKINSON	... 290	... 480	295	525
PLEYEL	... 320	... 500	300	450
OWN MAKE (R.P. Co.)	... 325	... 480	320	500
SCHIEDMAYER	... 335	... 500	335	450
KIRKMAN	... 350	... 500	350	500
STEART	... 385	... 500	385	500
ROSENCRANZ	... 400	... 600	400	600
OWN MAKE (OVER STRUNG)	... 400	... 600	400	600
BROADWOOD	... 400	... 600	400	600
SPAETHE	... 400	... 600	400	600
COLLARD	... 500	... 700	500	700
HAAKE	... 525	... 600	525	600
RACHALS	... 575	... 750	575	750
KRAUSS	... 585	... 650	585	650
HOPKINSON	... 600	... 750	600	750
WINKLEMAN	... 675	... 750	675	750
STEINVEG	... 700	... 858	700	858

GRAND (Small & Large) PIANOS.	
COLLARD	... \$300 formerly \$650
BROADWOOD	300
COLLARD (as New)	390
	750

Hongkong, 4th September, 1905. [2055]

NOW READY.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG

for Demand Drafts on London on the day of or
preceding the Departure of the English Mails;
also Table of Yearly Approximate Averages
FOR 31 YEARS,
FROM

1874 TO 1904.

Price \$2 Cash. On Sale at the "DAILY
PRESS" OFFICE, or Local Booksellers.

Hongkong, 11th May, 1905.

CHUNG NGOI SAN PO
(Chinese Daily Press),
PUBLISHED DAILY,
is the oldest and still immeasurably the best
medium for Advertising among the
Native Community.

Established for nearly FORTY YEARS
circulates largely throughout Southern China
Indo-China, etc.

Terms for Advertising (Translations free) can
be obtained at the Office, 14, Des Voeux Road
Central, Hongkong, 131, Fleet Street, London
or from the different Agents.

Documents translated from or into Classical
or Colloquial Chinese.

TWO OPERATIONS FOR KIDNEY
DISEASE.

PAIN AND WEAKNESS IN THE BACK;
DIZZY SPELLS; POOR APPETITE;
URINARY DISORDERS, ETC.
PATIENT SUFFERED 30 YEARS, AND
28 DOCTORS TOOK UP THE CASE.

3, Maxwell Place,
Edinburgh, Glasgow, Scotland.

For thirty years I was a martyr to what I
always believed was kidney disease. The first
sign, I can well remember, was a dull pain and
weakness in my back, followed by headaches and
dizzy spells. My body and limbs swelled, and
my eyesight was affected; I lost my appetite,
and my tongue used to be thickly coated. (I
ought not to tell you, as further proof of my
trouble being with the kidneys, that the urine
was very thick and unnatural.)

During those thirty years of suffering, I
tried doctor after doctor, without getting any
better. Altogether twenty-eight doctors took
up my case, but all alike seemed unable to help
me. Twice I was obliged to undergo agonizing
operations, and these failing to relieve me, the
doctors declared I could never be cured.

I had spent nearly all my savings on doctors'
fees and medicines, when, about four months
ago, I came to hear of Doan's Backache Kidney
Pills. I began with these, and before many
days had passed I could tell they were doing me
good; my back was certainly a little easier, and
sleep at nights was more refreshing. I con-
tinued with the medicine, and it is one of the
greatest pleasures in my life to be able to tell
you that they have made me quite a different
woman. I feel better now than I have been for
the past thirty years. My appetite is wonder-
fully improved, and I do not suffer like I used
to from backache. My eyesight is better; the
urine is clear and natural.

I gladly give you permission to publish this,
and I hope it will be helpful to others.

Yours gratefully,

(Signed) MUS. E. MILLIS.

Doan's Backache Kidney Pills are 20 a box,
or 13 9 for 6 boxes. To be had of all chemists
and medicine-dealers, or direct from the
proprietors, the Foster-McClellan Co., 8
Walls Street, Oxford Street, London, England,
Post free on receipt of price.

[73-18]

THE TYPHOON AT MANILA.

The *Cableader* of August 30th reports—
The typhoon swooped down upon Manila on
Monday night and blew with fury all through
the night.

Out in the bay the waters were lashed into
foam and the waves dashed up the whole length
of the bay shore. The breakwater stood the
test well. The old Róngwóhí dragged her
anchor and it was feared she would be grounded
on the beach; but her mudhooks made another
grapple and held fast.

Shipping was at a standstill yesterday. The
Zufire, due from Hongkong Monday night,
had not been reported up to late hour. The
Cavite ferry boats did not run and very few
launches braved the storm even behind the
breakwater.

Damage to the extent of \$5,000 has been done
to the sea wall under construction by the Atlan-
tic Gulf and Pacific Company as part of the
foundations of the new residence of the com-
manding general of the division. Some 450
feet of the wall have been torn down by the
breakers, which for several hours had played
upon it. For a time it was feared that the
whole of the wall would disappear and have to
be rebuilt, and one of the new officers' quarters
was also given up for lost, and may even yet be
lost, if the work done last night towards saving
it should not prove successful or the fury of the
typhoon abate. The telephone service was
wrecked.

MANCHURIAN PETROLEUM.

It is rumoured that the Standard Oil
Company is taking steps to get a hold on the
oil fields of Manchuria now that the Russian
grin-on-them-has-loosened. Before the war
broke out, the vast oil fields of Manchuria were
not thoroughly worked. It is not even
generally known that there are oil wells in
Manchuria, but there are and what is more the
Standard Oil Company has had its eye upon
them for years. While they supplied oil
of a poor sort for certain parts of China, they
were not thoroughly worked and no
attempt was made to fully develop their
possibilities. Through the Russo-Chinese Bank,
the Russian government supported and aided
in this development, as far as it went.
Merchants and other large oil buyers were given
special privileges at the bank if they bought
Manchurian oil exclusively. Purchasers of
American and other oils (mostly the oils from
Java and Sumatra) were compelled to come up to
the scratch in all financial dealings, but the
favoured buyers enjoyed special discounts and
extensions, not only on their oil business
dealings, but on other business as well. At
one time kerosene was one of the principal
articles of import into Manchuria, and most of it was American oil. But this play on
the part of the Russian government, though
soon cut the business for Americans and the
Hollanders in Java down to almost nothing.

EVADING THE LAW.

INCREASE IN PROSPECTUSSES COMPANIES.

The winding up of ninety-four companies
during 1904 resulted in an estimated loss to
secured creditors and shareholders of
£1,333,865.

This fact is contained in the report issued
on July 31st by the Board of Trade on the
working of the Companies (Winding-up) Act
of 1890.

One of the most striking features of the
report is the statement that the number of
companies which issue a prospectus has de-
creased to an alarming extent.

While in 1901, 11,78 per cent. of the compa-
nies registered—possessing 35.41 per cent. of
the total nominal capital—issued a prospectus,
the percentages had dwindled last year to 7.07
and 15.25 respectively.

A striking instance of the evils of prospectus-
es is given in the case of the Ivory Coast
Corporation, Limited, with a nominal
capital of £250,000 in 1,11 shares. In order to
obtain public money, the promoting company
subscribed in the name of a nominee for 35,000
shares upon which they paid the application
and allotment money and then, through an agent
in Paris, 19,940 of these shares were sold to
various persons, mostly residents in France.

There was a general falling-off in the number
of new companies registered, we will see in
the following table:

Year	Companies registered.	Total nominal capital.	Companies registered.	Total nominal capital.
1891	4,291	£283,261,077	664,479	£6,479
1900	1,009	206,828,941	15,870	—
1903	3,692	115,657,364	31,326	—
1904	3,478	83,914,688	24,127	—

One factor in the decrease of the number of
companies is the registration of companies abroad.

This, the report states, is done chiefly with a
view to avoiding the capital and other duties
payable in the case of companies registered in
the United Kingdom; and to avoid the restrictions
imposed by the Companies Act.

The only exact figures obtainable relate to
registrations in Norway, but there the practice
appears to have received a check, as will be seen
from the following table:

Year	Companies registered.	Total nominal capital.	Companies registered.	Total nominal capital.
1899	2	£27,250	—	—
1903	75	£8,000,000	—	—
1904	60	£14,887,160	—	—

At the earnest persuasion of her counsel she
consented to remove her hat and to show the
jury the place that had not yet healed, and
medical evidence was then called to prove that
the roots of the hair had been destroyed, with
the result that she would be partially bald
for ever.

For the defence it was contended that no
representation was made, and that no warranty
was given to Miss Carter.

Judge Soafe thought it was stretching the
point rather too far to hold the draper responsible
for damages in such a case, but the jury awarded £50 damages and £4 special damages.

Japan's peace terms. Nevertheless his alleged

statements have been telegraphed at length to
Europe and have been reproduced in St. Peter-
burg, where apparently they are taken quite
seriously and where they have created the worst

impression, and, according to a despatch print-
ed to-day, have reacted in the recrudescence of
warlike sentiments.

DANGERGUS HAIR COMBS.

A woman who lost her hair because of the
combination of a celluloid comb obtained £50
damages on 31st July in the Marylebone County
Court against the firm of drapers from whom
she bought the comb.

Miss Margaret Carter, of Accl.-road, West
Hampton, bought a set of hair-combs from
Messrs. W. Hooper, drapers, of High-road, Il-
lingham, and shortly afterwards went on a visit to
a Norfolk farmstay.

"While I was staying there I washed my pet
dog," she told the court, "and then set it in
front of the fire to dry. Then I heard a little
bissing noise, and turning my head I saw a
cloud of smoke rising from my hair."

Miss Carter showed the sympathetic court a
great mass of hair which had been burnt from
her head, and which had entangled in it a piece
of one of the celluloid combs.

She said that when she purchased the combs
the shop girl assured her they were made of
bamboo.

At the earnest persuasion of her counsel she
consented to remove her hat and to show the
jury the place that had not yet healed, and
medical evidence was then called to prove that
the roots of the hair had been destroyed, with
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representation was made, and that no warranty
was given to Miss Carter.

SHIPPING.

ARRIVALS.

ARMAND BEHIC, French str., 3,965, Guionnet, 4th Sept.—Yokohama 26th Aug., Mails and General—Messagers Maritimes.
BOOCHE, Dutch str., 2,200, J. Wukhoven, 3rd September—Amoy 2nd Sept., General and Cables—Java-China-Japan Liner.
GREGORY ARCAN, British schooner, 2,961, Olifant, 4th Sept.—Calcutta via Straits 19th Aug., General—D. Sasseen & Co., Ltd.
HONG KEE, British str., 2,556, H. Peters, 4th Sept.—Penang and Singapore 29th Aug., General, Chinese.
HONGKONG, French str., 5,42, G. Suzuki, 4th Sept.—Haiphong and Hanoi 3rd Sept., General—A. R. Maury.
ISCHITA, Italian str., 2,74, Cogliolo Andreani, 4th Sept.—Trieste and Singapore 29th Aug., General—Carlowitz & Co.
LOOOG MOON, German str., 1,245, Kolkoff, 4th Sept.—Shanghai 30th Aug., General—Siemers & Co.
LUGGARWANG, British str., 1,092, A. E. Sandbach, 4th Sept.—Manila 1st Sept., General—Jardine Matheson & Co.
MAUSUNG, British str., 1,644, R. Haughton, 10th Sept.—Sandakan 29th Aug., Number and General—Jardine Matheson & Co.
POLYNESIEN, French str., 3,543, Broe, 4th Sept.—Marseille 6th Aug. and Saigon 1st Sept., Mails & General—Messagers Maritimes.
SINGAPORE, British str., 1,945, G. H. Pennington, 4th September—Rangoon 31st August, General—Butterfield & Swire.
TITANUS, British str., 2,556, F. E. Andrews, R.N.R., 4th Sept.—Singapore 29th Aug., Twists, Cotton, and Sundries—P. & O. S. N. Co.
WEDE, British steamer, 4th September—from Canton.
YEWOW, British steamer, 3rd September—from Canton.
ZAPPO, British str., 1,618, R. Rodger, 4th Sept.—Manila 2nd September, General—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
4th September.
Brand, Norwegian str., for Kobe.
Hannover, British str., for Swatow.
Sipat, German str., for Swatow.
Waldi, British str., for Chefoo.
Yochon, British str., for Shanghai.

DEPARTURES.

2nd September.
TRAVANCORE, British ship, for Port Angles, 3rd September.
CALLOO, U.S. gunboat, for Canton.
NORD, Norwegian str., for Tientsin, 4th September.

KAMPONG, British str., for Illeis.
KUMSANG, British str., for Yokohama.
POLYNESIEN, French str., for Shanghai, &c.

SHIPPING REPORTS.

The British str. *Singapore* reports: Experienced strong S.W. and W. wind and heavy swell with heavy rain, weather deteriorating on Sept. 1st.

The British str. *Zafiro* reports: Strong S.W. winds with moderate following sea and passing rain until 10 p.m. on the 3rd inst.; thence fresh N.E. breeze with smooth sea till arrival.

The British str. *Tiakto* reports: From Bambay fine weather generally. From Singapore moderate S.W. winds, fine weather with favourable currents. Twelve hours from Singapore wind shifted to the northwest, gradually increasing to fresh breeze, occasional rain squalls.

The British str. *Heng Bee* reports: Fresh S.W. moderate within 10 miles from port, then wind veering round by N. to N.E. and E.N.E. light, fine weather throughout.

VESSELS IN DOCK.

4th September.
ADEBLEEN DOCKS—Changha, Montane, Deveron, Sawayra, Onsing, Borneo, H.M.S. Hart, Hermann Menzel, Oscar II, COSMOPOLITAN DOCK—Kauloon, Wongkai.

VESSELS ON THE BERTH.

THE AMERICAN & ORIENTAL LINE
FOR NEW YORK AND BOSTON,
With liberty to call at the Malabar Coast.

THE Steamer
"AFGHAN PRINCE,"
Captain Campbell, will be despatched for the above ports on or about the 2nd September.

For Freight, apply to
AGNEW, KARBERG & CO.,
Agents, Hongkong, 24th August, 1905. [1965]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.
THE Company's Steamship.

"PAIMUN."
Captain A. J. Robson, will be despatched for the above ports on TO-DAY, the 5th inst., at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers, Hongkong, 2nd September, 1905. [1949]

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamer
"SLAVONIA."
Captain Rorden, will be despatched for the above ports TO-MORROW, the 6th inst., at DAYLIGHT.

This steamer has splendid accommodation for passengers and carries a duly qualified doctor.

HAMBURG-AMERIKA LINIE,
Hongkong Office, Hongkong, 4th September, 1905. [1923]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIQUE PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES. 1905

PREUSSEN WEDNESDAY ... 13th September

ROON WEDNESDAY ... 27th September

BAYERN WEDNESDAY ... 11th October

ZIETEN WEDNESDAY ... 25th October

PRINZESS ALICE WEDNESDAY ... 8th November

SACHSEN WEDNESDAY ... 22nd November

PRINZ REGENT LUFTPOLD WEDNESDAY ... 6th December

PRINZ HEINRICH WEDNESDAY ... 20th December

PRINZ EITEL FRIEDRICH WEDNESDAY ... 3rd January

PREUSSEN WEDNESDAY ... 17th January

ROON WEDNESDAY ... 31st January

BAYERN WEDNESDAY ... 14th February

ZIETEN WEDNESDAY ... 18th February

ON WEDNESDAY, the 13th day of SEPTEMBER, 1905, at NOON, the Steamship "PREUSSEN," Captain Meyer, with MAILED PASSENGER, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 11th September. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 12th September, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 12th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 25th August, 1905. [1976]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K", nearest Hongkong II, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION VESSEL'S NAME FLAG & Bdg. BERTH CAPTAIN FOR FREIGHT APPL'D TO TO BE DISPATCHED

LONDON, &c. VIA PORTS OF CALL BENGAL Brit. str. — W. W. Cook, R.N.R. P. & O. S. N. Co. On 9th inst. at Noon.

LONDON, AMSTERDAM & ANTWERP PAELING Brit. str. — BUTTERFIELD & SWIRE On 12th inst.

LONDON, AMSTERDAM & ANTWERP ANTONIO Brit. str. — BUTTERFIELD & SWIRE On 26th inst.

LONDON, AMSTERDAM & ANTWERP ALGINOUS Brit. str. — BUTTERFIELD & SWIRE On 10th Oct.

LONDON, AMSTERDAM & ANTWERP DIOMEED Brit. str. — MESSAGERIES MARITIMES On 24th Oct.

MARSEILLES, &c. VIA PORTS OF CALL ALEXANDER BEHIC Brit. str. — SHEWAN, TOMES & CO. To-day, at 1 P.M.

MARSEILLE, ANTWERP & LONDON LAOS Brit. str. — About 7th inst.

MERIONETHSHIRE Brit. str. — MELCHERS & CO. On 15th inst.

PREUSSEN Brit. str. — Mayors On 13th inst. at Noon.

HAVRE, HAMBURG VIA STRAITS, &c. RHENANIA Ger. str. — HAMBURG-AMERIKA LINIE On 6th inst.

HAVRE, BREMEN & HAMBURG VIA STRAITS, &c. SCANDIA Ger. str. — DANISH & SWEDISH On 20th inst.

HAVRE, HAMBURG VIA STRAITS, &c. SILESIA Ger. str. — DANISH & SWEDISH On 24th Oct.

HAVRE, AWEW & HAMBURG VIA STRAITS, &c. SUEVIA Ger. str. — DANISH & SWEDISH On 10th Oct.

HAVRE, HAMBURG VIA STRAITS, &c. SLOVAKIA Ger. str. — DANISH & SWEDISH On 18th Oct.

HAVRE, HAMBURG VIA STRAITS, &c. SEGOVIA Ger. str. — DANISH & SWEDISH On 1st Nov.

GENOA, MARSEILLES & LIVERPOOL ACHILLES Brit. str. — BUTTERFIELD & SWIRE On 29th inst.

GENOA, MARSEILLES & LIVERPOOL AGAMEMNON Brit. str. — BUTTERFIELD & SWIRE On 20th Oct.

NEW YORK AFGHAN PRINCE Am. str. — ARNOLD, KARBERG & CO. Quick despatch.

NEW YORK VIA PORTS & SUEZ CANAL ALBENIA Brit. str. — CARLOWITZ & CO. On 23rd inst.

NEW YORK VIA PORTS & SUEZ CANAL SENECA Brit. str. — STANDARD OIL CO. About 23rd inst.

NEW YORK VIA PORTS & SUEZ CANAL SAISCUA Brit. str. — DODWELL & CO. About 30th inst.

NEW YORK VIA SUEZ CANAL VANDALIA Brit. str. — HAMBURG-AMERIKA LINIE About 5th Oct.

VANCOUVER VIA SHANGHAI JAPAN, &c. TAETAB Brit. str. — CANADIAN PACIFIC R. CO. On 13th inst.

VANCOUVER VIA SHANGHAI JAPAN, &c. EMPRESS OF JAPAN Brit. str. — DODWELL & CO. On 26th inst.

VICTORIA (B.C.) SEATTLE & V.I.P. TYDEUS Brit. str. — BUTTERFIELD & SWIRE On 15th inst.

PORLAND, OREGON VIA SHANGHAI & JAPAN NICOMEDIA Am. str. — P. & O. S. N. CO. On 1st Oct.

SEATTLE, VIA SHANGHAI & JAPAN MINNEOLA Am. str. — SHewan, Tomes & Co. On 26th inst., at Daylight.

AUSTRALIAN PORTS EASTERN Brit. str. — GIDE, LIVINGSTON & CO. About 22nd inst., at Moon.

AUSTRALIAN PORTS WILLIEHAD Brit. str. — MELCHERS & CO. To-morrow, at Noon.

CHANGSHA Brit. str. — BUTTERFIELD & SWIRE On 19th inst., at Noon.

CHANGSHA Brit. str. — BUTTERFIELD & SWIRE On 23rd inst.

CHENGHA Brit. str. — To-morrow.

CHENGHA Brit. str. — To-morrow.

CHENGHA Brit. str. — To-day.

CHENGHA Brit. str. — To-day.</p

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

	OUTWARDS.	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TENKAT"		On 6th September.
GLASGOW and LIVERPOOL	"DIOMED"		On 14th September.
GLASGOW and LIVERPOOL	"KAISOW"		On 14th September.
GLASGOW and LIVERPOOL	"DARDANUS"		On 21st September.
GLASGOW and LIVERPOOL	"TYDEUS"		On 28th September.
GLASGOW and LIVERPOOL	"CHINGWU"		On 28th September.
GLASGOW and LIVERPOOL	"KINTUCK"		On 5th October.
	HOMewardS.	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"PAKLING"		On 12th September.
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"		On 20th September.
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"		On 26th September.
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"		On 10th October.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"		On 20th October.
LONDON, AMSTERDAM and ANTWERP	"DIOMED"		On 24th October.

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA EASTWARD.

	STEAMERS	DUE
VICTORIA, SEATTLE, TACOMA, and in PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"TYDEUS"	On 1st October.
PACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"YANGSZE"	On 28th September.
	"KEEMUN"	On 30th October.
For Freight, apply to—	BUTTERFIELD & SWIRE, AGENTS.	[9-10]

Hongkong, 18th August, 1905.

CHINA NAVIGATION CO.
LIMITED.

	STEAMERS	DUE
CHEFOO and NEWCHWANG	"WUHU"	On 5th September.
SHANGHAI	"YOCHOW"	On 5th September.
TAIWANFOO	"SINGAN"	On 5th September.
MANILA	"TEAN"	On 6th September.
TSINGTAO, CHEFOO & NEWCHWANG	"KASHING"	On 6th September.
KOBE	"CHANGSHA"	On 6th September.
MANILA, ZAMBOANGA PORT DAIRWIN THURSDAY ISLAND COOTOWN, CAIRNS, TOWNS, VILLE BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 23rd September.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Univalued Table. A duly qualified Surgeon is carried.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th September, 1905. [11]

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER DIENST.

Taking cargo on through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS, in the LEVANT,
BLACK SEA and BALTIc PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

	DESTINATIONS	SAILING DATES.
RHENANIA	HAVRE and HAMBURG	On 6th Sept.
Capt. Foret	(Calling at Singapore, Penang and Colombo)	Freight & Passengers.
SCANDIA	HAVRE, BREMEN and HAMBURG	On 20th Sept.
Capt. v. Doekken	(Calling at Singapore, Penang and Colombo)	Freight & Passengers.
SILESIA	HAVRE & HAMBURG	On 4th Oct.
Capt. Balde	(Calling at Singapore, Penang and Colombo)	Freight & Passengers.
SUEVIA	HAVRE, ANTWERP and HAMBURG	On 10th Oct.
Capt. Karsika	(Calling at Singapore, Penang and Colombo)	Freight.
SELEVIA	HAVRE and HAMBURG	On 18th Oct.
Capt. Madsen	(Calling at Singapore, Penang and Colombo)	Freight & Passengers.
SEGUNIA	HAVRE and HAMBURG	On 1st Nov.
Capt. Schönenfeld	(Calling at Singapore, Penang and Colombo)	Freight.
VANDALIA	NEW YORK via SUEZ	About 5th Oct.
Capt. Haase	(with liberty to call at the Malabar coast)	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabin amidsships. Lighted throughout by electricity. Duly qualified doctor and stewardesses are carried.

For Further Particulars, apply to

HAMBURG-AMERIKA LINE,
HONGKONG OFFICE, NO. 1, QUEEN'S BUILDING.

12

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
* TAMSUI via SWATOW AND AMOY	"DALJIN MARU"	SUNDAY, 19th Sept. At Noon.
FOR ANPING via SWATOW AND AMOY	THE CHARTERED S.S. "PROMISE"	WEDNESDAY, 6th Sept. At Noon.
TAMSUI via SWATOW AND AMOY	"PROTESTEN" "KRABBE"	THURSDAY, 7th Sept. At 10 A.M.
* SHANGHAI via SWATOW, AMOY AND FOOCHOW	"FRITHJOF" "HAELDSSEN"	WEDNESDAY, 13th Sept. At Noon.

This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with electric light.

Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at No. 8, Des Vaux Road Central, Hongkong, 4th September, 1905.

T. ARIMA, Manager. [14]

INDO-CHINA STEAM NAVIGATION CO.
LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

PO	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 5th Sept. 3 P.M.
SINGAPORE, SOURABAYA	"ONSANG"	Friday, 8th Sept. 3 P.M.
SAMARANG	"LOONGSANG"	Friday, 8th Aug. 4 P.M.
MANILA	"KWONGSANG"	Saturday, 9th Sept. 3 P.M.
SHANGHAI	"WOSANG"	Saturday, 9th Sept. 3 P.M.
TIENTSIN	"*	

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking cargo on through Bills of Lading to Choofoo, Tientsin, Newchwang and Yangtsze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. [13]

SHIPPING IN PORT.

STEAMERS.

AMIGO, German str., 823, J. Iversen, 30th Aug.

Haiphong 26th Aug. and Hoitow 29th

Rice, General, Pigs and Bulk Oil—Jensen

& Co.

BORNEO, German str., 1,344, F. Sambill, 21st

Aug.—Sandakan 16th Aug., Timor and

General—Melchers & Co.

BRAND, Chinese str., 1,519, J. Johansson, 18th

Aug.—Chinkiang 13th August, Rice—

China.

CHANGSHA, British str., 1,800, L. Moore, 19th

Aug.—Manila and Australian Ports 10th

Aug., General—Butcher & Swire.

CHILDIA, Norwegian str., 1,192, H. Nelson,

22nd Aug.—Soraksa 13th Aug., Sugar—

Order.

CHUNSAM, British str., 1,418, R. Cox, 28th

August—Samarang 18th August, Sugar—

Jardine, Matheson & Co.

CITY TO HAMMOND, British steamer, 90,

J. Watson, 14th May—Grimsby 26th Mar.

—Order.

DEVANSONG, Ger. str., 1,057, J. V. Brum, 19th

Aug.—Bangkok 18th Aug., Rice—Teak &

Leaves—Portuguese—Butterfield & Swire.

FRI, Norwegian str., 860, N. Anderson, 26th

Aug.—Haiphong 23rd August, General—

Aug.—Angard, Therous & Co.

FUKUURA MARU, Japanese str., 1,946, H. Sakamoto, 1st Sept.—Mojii 17th August and

Nagasaki 27th, 3,075 tons Coal—H. U.

Jeffries.

GALA, German str., 625, Hans Dahl, 9th Aug.—

Soraksa 23th July, Sugar—Order.

HAINUN, British str., 636, Robson, 3rd Sept.

Savato 2nd Sept., General—Douglas

Lipshitz & Co.

HALVARD, Norwegian str., 1,066, C. Anderson,

20th Aug.—Cheribon 20th Aug., Sugar—

Chines.

HEIMANN MENZELL, German str., 1,061, W.

Hansen, 11th August—

POST OFFICE NOTICES.

The *s.m. Coptic* with the American mail left Yokohama for this port via Manila on Wednesday, the 23rd ult.

The *Empress of Japan*, with the Canadian mail left Shanghai on Sunday, the 3rd inst., at midnight, and may be expected here on or about Wednesday, the 6th inst., at 9 a.m.

The *Sindu*, with the English mail of the 11th August left Singapore on Saturday, the 2nd inst., at 8 a.m., and may be expected here on or about Thursday, the 7th inst., at daylight. This packet brings replies to letters despatched from Hongkong on the 11th, and the parcel mails closed in London for despatch by the all sea route on the 2nd of August, and for despatch overland on the 9th of August.

Mail for CANTON, SAMSHU and WUCHOW are closed on week-days at 7.30 a.m. On Sunday the mail for Macao is closed at 8 a.m.

Mails for NAMAO, SANBUE, KONGMOON, KUMCHUK, SAMTUR, WUCHOW and CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

*CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

*No mails are despatched to those places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

	FOR	PER	DATE.
Swatow		Tuesday	5th, 9.00 a.m.
Taiwanfu		Tuesday	5th, 10.00 a.m.
Chefoo and Newchwang		Tuesday	5th, 10.00 a.m.
EWROP, Ac. India via Taticorin		Tuesday	5th, 10.00 a.m.
(Lata Letters 11.00 to 11.30 A.M.)	Extra		
Postage 10 cents.			
Letters posted in all the Pillar Boxes			
in time for the first clearance will be included in this contract mail)			
Macao		Tuesday	5th, 11.00 a.m.
Singapore, Peking and Calcutta		Tuesday	5th, 1.00 p.m.
Shanghai		Tuesday	5th, 3.00 p.m.
Saigon		Tuesday	5th, 3.00 p.m.
Shantou		Tuesday	5th, 3.00 p.m.
Borneo		Wednesday	6th, 8.00 a.m.
Hongkong		Wednesday	6th, 9.00 a.m.
Bogor		Wednesday	6th, 10.00 a.m.
Amoy		Wednesday	6th, 10.00 a.m.
Batavia, Samarang and Sourabaya		Wednesday	6th, 10.00 a.m.
Port Darwin, Timor Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth		Wednesday	6th, 10.00 a.m.

TO-DAY.
Extraordinary General Meeting, Tebrant Planting Co., noon.

TO-MORROW.
Sale, Stores, Army Ordnance Stores, Queen's Road East, Messrs. Hughes & Hough, 11 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.
4th September.

ON LONDON.—	Telegraphic Transfer	1/11 th
Bank Bills, on demand	1/11 th	
Bank Bills, at 30 days' sight	1/11 th	
Bank Bills, at 4 months' sight	1/11 th	
Credits, at 4 months' sight	1/11 th	
Documentary Bills, 4 months' sight	1/11 th	
ON PARIS.—		
Bank Bills, on demand	24 th	
Credits, at 4 months' sight	24 th	
ON GERMANY.—	On demand	1973
Bank Bills, on demand	47	
(redits, 60 days' sight)	47	
ON LOMBARDY.—	Telegraphical Transfer	144
Bank, on demand	144	
ON CALCOUTTA.—	Telegraphical Transfer	144
Bank, on demand	144	
ON SHANGHAI.—	Bank, at sight	71
Pilavo, 30 days' sight	71	
ON YOKOHAMA.—On demand	71	
ON MANILA.—On demand—Pecos	9/24	
ON SINGAPORE.—On demand	9 p.c. p.m.	
ON BATAVIA.—On demand	115	
ON HAIKHONG.—On demand	1 p.c. p.m.	
ON SAIGON.—On demand	Par.	
ON BANGKOK.—On demand	61	
Survections, Bank's Buying Rate	10.30	
GOLD LEAR, 100 fine, per tael	54.70	
48 SILVER, per oz.	28	

OPIUM.

	4th September.
Quotations are— Allow me to ratify,	
Malwa New	\$1100 to — per picul.
Malwa Old	\$1180 to —
Malwa Older	\$1170 to —
Malwa V. Old	\$1340 to —
Peruvian fine quality	\$1050 to —
Peruvian extra fine	\$1120 to —
Patna New	\$110 to — per chest.
Patna Old	\$1080 to —
Bengara New	\$8 to —
Bengara Old	\$1045 to —

VESSELS EXPECTED.

THE AMERICAN MAIL.
The O. & O. str. *Coptic* left Manila on the 3rd Sept., and is due here at 10 a.m. to-day.

The P. M. str. *Siberia* leaves Yokohama on the 2nd Sept., and may be expected here on the 13th Sept.

THE CANADIAN MAIL.

The C. P. R. str. *Empress of Japan* arrived at Shanghai at 1 p.m. on Sunday, the 3rd Sept., and left at 9 a.m. on Monday for Hongkong, and is due here on the 10th to-morrow.

THE ENGLISH MAIL.

The P. & O. str. *Sierra* left Singapore on the 2nd Sept. at 8 a.m., and is due here on the 7th Sept. about 6 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Bayern* left Colombo on Saturday, the 2nd Sept. a.m., and may be expected here on Wednesday, the 13th Sept.

GERMAN STEAMER.

The C.P.K. str. *Tarvor* arrived at Shanghai at 4 p.m. on Friday, the 1st Sept., and left at 10 a.m. on Sunday, the 3rd Sept. for Hongkong, and is due here on noon to-morrow.

The O.S.S. & C.M. str. *Tencui* left Singapore on the 1st Sept., p.m., and is due here on the 6th Sept.

The E. & A. str. *Australian*, from Sydney, &c., left Port Darwin on the 28th Aug. for Manila and Hongkong.

The str. *Sudsuwa* sailed from New York on the 5th June.

The str. *Lotrher Castle* left New York on the 5th Aug. for China and Japan.

The P. & A. str. *Nicomedie* left Portland on the 17th Aug., and is due here on the 18th Sept.

STEAMERS PASSED THE CANAL.

August 11th—*Polytechnic*, *Tecalac*, *Longor*, 15th—*Benelavers*, *Montree*, *Sib*, 18th—*Kais*, *Andalusia*, *Benlomond*, *Flintshire*, *Northol*, *Redhill*, 22nd—*Bayer*, *Java*, *Diced*, *Onqua*, *Nippon*, *Socotra*, *Sophie Richmers*, *Jauregiberry*, *Nelly*, *Ohio*, 25th—*Caledonia*, *Hyslop*, *Dardanus*, *Scharnhorst*, 29th—*Bonaventure*, *Braggavia*, *Glenesk*, *Hovitch Hall*, *Patina*, *Sithona*, *Toronto*, *Glazier*, 1st Sept.—*Segovia*, *Tonkin*, *Tydeus*, *Bornussia*, *Chingkuo*, *Feoktsang*, *Ivan*.

ARRIVALS AT HOME.

1st Sept.—*Glenturret*.

PASSENGERS ARRIVED.

Per *Gregory Apeur*, from Calcutta, &c., Mrs. Stokes and two children, and Rev. Wimley.

Per *Mouang*, from Sandakan, Mr. Mcleane.

Per *Loesberg*, from Manila, Mr. and Mrs. Baxter, Messrs. Clayton Nichols, J. E. Evans, E. L. Blyce, H. R. Aitken, M. Bratschneider.

JOINT STOCK SHARES.

Hongkong, 4th September.

COMPANY PAID UP QUOTATIONS.

Athambra \$200 \$100.

Banks— Hongkong & Sh. \$125 \$80, buyers London, Eng.

National B. of China \$25 \$85, buyers

A. Shares \$25 \$75, sellers

Bell's Asbestos E. A. \$25 \$115.

China Biscuit Co. \$12 \$115.

China Light & P. Co. \$10 \$10.

China Provident \$10 \$10.

Cotton Mills— Ewo. \$10 \$10, buyers

Hongkong \$10 \$85, sellers

International \$10 \$14, buyers

Laon Kung Mow \$10 \$75, buyers

Soyches \$10 \$25, buyers

Dairy Farm \$10 \$17, sellers & dealers

Docks and Harves Farnham, B. & Co. \$100 \$115.

H. & K. Wharf & G. \$50 \$84, buyers

H. & W. Dock \$50 \$195, sellers

New Amoy Dock \$50 \$17, sellers

Sh. & H. Wharf \$100 \$125.

Fenwick, G. & Co. \$25 \$25.

G. Island Content \$10 \$25, sellers

London \$20 \$10, buyers

San Francisco \$20 \$10, buyers

Shanghai \$10 \$10, buyers

Daly \$10 \$150.

Hongkong Ice Co. \$25 \$200, sellers

Hongkong Rop. Co. \$50 \$152.

Hongkong S. Waterboat \$10 \$14, buyers

Insurances—

Canton \$50 \$300, sellers

China Fire \$20 \$15, sales & buy.

China Trade \$25 \$300, sales & sel.

North China \$25 \$370, buyers

Union \$100 \$1724.

Yangtze \$100 \$100.

Land and Building—

Hongkong Land Inv. \$100 \$128, sellers

Humphrey's Estate \$10 \$121, sales & sel.

Kowloon Land & B. \$20 \$40.

Shanghai Land & B. \$50 \$68, sellers

West Point Building \$50 \$100, sellers

Mining—

Charbonnages Fcs. 250 \$490.

Rubs. \$10 \$54, buyers

Philippine Co. \$10 \$25, sellers

Refineries—

China Sugar \$100 \$231.

Luzon Sugar \$100 \$25, sellers

Steamship Companies—

Chin and Manilla \$25 \$20, sellers

Douglas Steamship \$50 \$33, sellers